

Hongkong Telegraphy.

(ESTABLISHED 1881)

69161 款號九廿六英香港

TUESDAY, JUNE 29, 1920.

四月九日 SINCE COPY 1000
500 PER ANNUM.

REUTER'S TELEGRAMS.

THE IRISH UNREST.

PROSPECTS OF PEACE IN DERRY.

London, June 28. The situation in Londonderry is easier. A few shots have been fired, mostly in the air. The military is active questioning and searching all pedestrians after dark. The city is gradually becoming normal. The prospects of peace are good.

Viscount French, speaking at Belfast to-day, said the Government would never entertain proposals for the establishment of an Irish Republic or the coercion of Ulster. The Government was determined that the Irish people should enjoy the same privileges and protection as other parts of the United Kingdom, and it would not hesitate to employ the forces at its disposal to attain that end.

CIVIL AVIATION.

CONCENTRATION ON EGYPT-INDIA ROUTE.

London, June 26. The Report of the Advisory Committee on Civil Aviation says as regards the development of Imperial air routes that concentration must be made on one route, namely from Egypt to India. It recommends direct State assistance to companies operating foreign routes, limited to a maximum of £250,000 for two years. It does not recommend State assistance for long-distance routes within the British Isles.

General Trenchard dissented from the payment of assistance, preferring to allot money to design and research.

WIMBLEDON TENNIS.

ANOTHER STIRRING MATCH.

London, June 27. At Wimbledon, in the fourth round of the Singles Competition, Tilden (America) beat Kingscote (England) by 6-3, 5-7, 6-4, 5-7, 6-3. It was the most sensational singles ever seen on the centre court, owing to the sustained hard hitting of both men. Tilden's hurricane services were returned in most gallant fashion at a tremendous pace. The result was in doubt till the last stroke. Ritchie and other well-known players declare that such tennis is of a class ahead of that of the Doherty era.

COUNTY CRICKET.

London, June 25.

Cambridge beat Sussex by 181 runs. Gloucestershire beat Essex by an innings and 56 runs. The Oxford v. Surrey match was drawn. Lancashire beat Derby by an innings and 228 runs. Nottingham beat Hampshire by six wickets.

THE AMERICA CUP.

RESOLUTE TO OPPOSE SHAMROCK IV.

Newport, Rhode Island, June 27. The Cup Defence Committee has chosen the Resolute to defend the America Cup against Shamrock IV. The first race is fixed for July 15.

THE PRINCE IN AUSTRALIA.

Sydney, June 26.

The Prince of Wales' visit to New South Wales concluded yesterday. A noticeable feature of the tour was the enthusiasm of the workers, who, on the Prince's departure for Western Australia, shouted "Good-bye, Ted; have a good time."

Prior to his departure, the Prince visited Newcastle, where immense crowds repeated the enthusiastic welcome given him throughout his tour. His Royal Highness inspected a number of steel and other works and launched a 6,000-ton State-built steamer.

FRENCH FOREIGN POLICY.

M. BRIAND'S OUTSPKEN CRITICISM.

Paris, June 26. In the Chamber, the ex-Premier, M. Briand, criticised the weak French policy in the Near East and reproached the Government for not imitating the policy of Britain, which was always like a fair boxer, prepared to give blows and receive them.

FRENCH FINANCIAL VOTES.

Paris, June 26.

The Chamber passed the Budget for Foreign Affairs and two items in the Ministry of War Budget asking for 500,000,000 francs in connection with the operations in the East, after a speech by M. Millerand, who said that France would pursue a diplomatic rather than a military policy in Asia Minor and Syria.

GERMAN DEFENCE MINISTER RESIGNS.

Berlin, May 26.

Herr Geissler, the new Minister of Defence, has resigned as a result of the Allied Note regarding the reduction of the German Army.

SOCIALIST AS REICHSTAG PRESIDENT.

Berlin, June 25.

The Socialist, Herr Löse, has been elected President of the Reichstag.

REUTER'S TELEGRAMS.

LEAGUE OF NATIONS ASSEMBLY.

THE FIRST MEETING.

Washington, June 27. The Allies have asked President Wilson to call the first meeting of the Assembly of the League of Nations. Officials state that the call will not be issued immediately, as the time and place of the meeting have not yet been decided. Some favour Geneva, and others Brussels.

THE COURT OF JUSTICE.

The Hague, June 25. It is officially announced that the Jurists' Advisory Committee of the League of Nations has decided to recommend the Hague as seat of the permanent Court of International Justice. The Committee generally adopted the view that the Court should be open only to cases brought by States, not by individuals, who would have the protection of their Governments.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

LABOUR DISORDER IN SHANGHAI.

DUE TO HIGH PRICE OF RICE.

Shanghai, June 29. Labour disorder and strikes are spreading, with incipient rioting, due to the rise of price, which has mounted to from \$15 to \$20 per picul.

It is estimated that there are four days' supply available.

TO-DAY'S CHINESE TELEGRAMS.

YOCHEW CAPTURED BY SOUTHERN TROOPS.

Shanghai, June 29. Information from Hankow states that Yochow fell on the morning of the 26th, and that Chang Bing-yao retreated to Ka Yen. The railways near Yochow have been destroyed by the Southern troops.

THE PRICE OF GIVING UP OFFICE.

Shanghai, June 28. Tuan Chi-jui, the chief of Anfu Party, has agreed to the giving up of the posts of Ministers of Finance, Communications and Justice in the Cabinet, on condition that the Ministers of the said posts either be appointed as chiefs of Bureaux or lavishly financed to tour foreign countries, and also that no faults of any kind during their terms of office be punished if found out by their successors. It is said that Chang Jok-lim has agreed to all these proposals.

THE SINWEWS OF WAR.

Peking, June 28. Ten thousand rifles and 20,000 boxes of ammunition have been supplied to Li How-keee, Tuchun of Foochow, for offensive purposes.

(Other Early and Special Telegrams on Page 2.)

DAY BY DAY.

Over 750 tarts of opium of an estimated value of \$10,000, were seized by Revenue Officers on the steamers Hoi Hong and Fatshan during the week-end. The drug was found concealed.

To preserve peace and order, the Canton Military Government has ordered that all passengers coming to Canton by the Canton-Kowloon Railroad will be subject to search. The Government fears that some harm may be done to the Military Government premises, which are near the railroad line.

Messrs. Lammer Bros., sold by auction by order of the court, yesterday, the British steamer Jehangir, now lying in Hongkong harbour. The Jehangir is of 3360. 71 registered tonnage and was built by Messrs. W. Dentz Brothers, Dumbarton. The ship was purchased by Mr. G. E. H. Beavis, solicitor, on behalf of a client, for \$160,000.

The Police have received a complaint from a Chinese woman who was yesterday admitted into the Government Civil Hospital suffering from a number of injuries. She stated that her lord and master had committed a grievous assault on her. He had begun it at their house in Shanghai Street by tapping her head with an iron bar and then he hustled and kicked her down the stairs into the street.

Intent on securing his object, an electric bulb connected with the lighting installation of the Po Hing Theatre, Chinese underwent the risk of paying for his greed in being given an electric shock. He pulled down the wires in an indiscriminating way, and it was fortunate for him that an interruption came from the Theatre people, otherwise the stage itself would have been set on fire. He was to-day sentenced at the Police Court six weeks had labour.

According to a *Lokalzeitung* report from Cologne, two British aeroplanes collided in the air at Lindenthal near there recently. Both crashed from a height of 450 feet. Two officers were killed, and one officer and one mechanic were slightly injured. Names of the dead officers are given by the Air Ministry as Flight-Lieut. C. B. Ridley and Flying Officer J. D. de Pontier, both officers of No. 12 Squadron, R.A.F. They were flying separate machines.

SNAKE KILLED IN HONGKONG.

OVER TEN FEET LONG.

It is not often that we have to report such happenings as snake captures. Tiger snakes are all very well in their way as afford a little excitement, but when there are snakes of the size of those mentioned above, it is a relief to know of the fact that in the majority of cases the evidence brought of the veracity of such tales has not always been convincing.

It remains for Sergeant O'Connor to produce the story of his first snake hunt which should speedily win the "Gong" back into the favour of the naturalists. In this hunt there were all the details of an exciting story, and our readers will have the pleasure to learn that for once, at least, the truth can be touched for.

In the absence of learned information we are unable to say what species this particular snake was, but if the details of the white and yellow markings on its body are a clue to its classification we gladly give them to the naturalists. Further the snake was 10 feet 5 inches long when shot by the Sergeant, and as the species to which it belongs is not known, there is no danger of a contradiction of the statement that it might live to grow to a hundred feet long!

Sergeant O'Connor was in the No. 7 Police Station, at about 9 p.m. last night, when the alarming message was brought to him that a snake had taken up its quarters in the comfortable cockpit of Wo Hing Sugar Refinery at Davis Street, Kennedy Town. He had been persuaded to take a walk on the hillside and creep into the building to see what the snake was doing. The cockpit was dark, and it was situated high up at the back of the building, to which communication is secured by means of a ladder. Under these circumstances a prudent snake-hunter would pause twice to reflect before he ascended into the loft, where the snake might be waiting to make its spring as soon as he appeared. Sergeant O'Connor, however, had faced greater dangers than this. With a small lamp to light his way and eventually to show him where the snake lay, in one hand, and with the shot gun in the other the intrepid Sergeant ascended into the loft, only to find that the snake, undisturbed by his noiseless approach, was coiled up in one corner of the loft, apparently sleeping the sleep of the contented. Rang went the shot gun, and the next second the snake was stone dead with its head almost blown off by the discharge but still wriggling about in a horrid way. Its long body coiled round a bamboo pole, the dead reptile was carried on the shoulders of two hulky coolies to the Police Station.

Enquiries which we pursued this morning brought out the fact that the snake had been sent to the Slaughter House where it is being skinned before being stuffed and deposited in the City Hall Museum.

BRITISH OFFICERS IN AIR COLLISION.

BURGLARS BUSY.

BROKER'S OFFICE ENTERED.

It looks as if there is an epidemic of burglars in the Colony just now, and the night before last, the

R.M.S. CURLEW.

CRUISER ARRIVES HERE.

The light cruiser Curlew arrived here yesterday for service with the China Squadron. She is a 3-in. gun cruiser, of 1000 tons, and is armed with 4-in. guns, 3-in. guns, 2-in. guns, and 12-pdr. guns.

It is the first time that the Curlew has been in Hongkong, and she is the first ship of the Royal Navy to visit the port since the arrival of the *Indomitable* in 1919. The Curlew has a crew of 300 men, and a complement of 1000 men, and is armed with 4-in. guns, 3-in. guns, 2-in. guns, and 12-pdr. guns.

The Curlew's machinery, machinery, boilers, etc., are enclosed under a steel protective deck, further protected by armoured bulkheads, the deck extending on the sides below the water-line. Her armament comprises five of the new powerful 6-in. guns—very long, ranged, and accurate weapons of their class, two 3-in. anti-aircraft guns, four 3-pounder guns, and a couple of anti-aircraft pompons, a neat little gun, originally brought into prominence in the South African War, and reintroduced during the late war. The cost of the Curlew was about £30,000, of which the armament took up some £18,000.

Captain William Milbourne James, C.B., who commands the Curlew, was appointed a cadet in September, 1897, was promoted Lieutenant in 1902—specialising in gunnery in the meantime—and was promoted commander in 1913, and captain in October, 1917. He is the commanding officer of the battle-cruiser Queen Mary when the war broke out, and served with that ship in various affairs prior to the Battle of Jutland, in which she was sunk. He was appointed Deputy Director of the Naval Intelligence Staff at the Admiralty in 1917, and held that appointment up till recently. He was mentioned in despatches and given the C.B. for his services in the war.

FROM HONGKONG.

THOSE GOLDEN TRESSES.

COULD TROYON HAVE SONG THE GLORIES OF "SWEET GIRL GRADUATES IN THEIR GOLDEN HAIR?"

Could Troyon have sung the glories of "sweet girl graduates in their golden hair," or mused on how the lady fair was robed in the long night of her sleep? That it was fond of sugar is worthy of consideration.

Suffice it to say that Sergeant O'Connor on receiving the report immediately took up a shot gun used by the Police to kill stray dogs and forthwith repaired to the Refinery. The cockpit was dark, and it was situated high up at the back of the building, to which communication is secured by means of a ladder. Under these circumstances a prudent snake-hunter would pause twice to reflect before he ascended into the loft, where the snake might be waiting to make its spring as soon as he appeared.

Sergeant O'Connor, however, had faced greater dangers than this. With a small lamp to light his way and eventually to show him where the snake lay, in one hand, and with the shot gun in the other the intrepid Sergeant ascended into the loft, only to find that the snake, undisturbed by his noiseless approach, was coiled up in one corner of the loft, apparently sleeping the sleep of the contented. Rang went the shot gun, and the next second the snake was stone dead with its head almost blown off by the discharge but still wriggling about in a horrid way. Its long body coiled round a bamboo pole, the dead reptile was carried on the shoulders of two hulky coolies to the Police Station.

The total exports of human hair from the colony in 1919 were 858,133 pounds, valued at \$10,529. The United States took \$228,395 worth of this.

As Goethe wrote:

"Beware of her fair hair, for she excels."

All women in the magic of her locks:

And when she winds them round a young man's neck, She will not ever set him free again."

But they may be from Hongkong!

DON'T FORGET

TO-DAY

Theatre Royal. — Humphrey Bishop—9.15 p.m.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, as defined, to-day was \$1.00.

The closing rate of the pound

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OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, June 18.

The dramatic developments of the past week in Hunan seem to have startled the authorities so thoroughly that they have not yet recovered from their surprise. This would seem to be so, judging from the fact that little or nothing has been done to counteract the effects of the coup. An explanation of this apparent indifference is that the advance of Lu Yang-ting's troops, and their occupation of Changsha falls in with a pre-arranged plan. Indeed, it is difficult to think otherwise when it is recollect that the withdrawal of General Wu Pei-fu's troops made it possible for the demonstration to be made against General Chang Ching-yao, the unpopular tuchun of Hunan, which was successfully carried out. Chang not only larked support from the other northern commanders of the province but his own troops mutinied, thus causing the debacle which has plunged him into the deepest ignominy.

Government action has not been very impressive. After a day or two a mandate was issued depriving Ching-yao of his titles and offices but yet paradoxical as it may seem he is still functioning as tuchun "in order to retrieve the situation." Wang Chang-yuan, the tuchun of Hupeh, has been appointed inspecting commissioner over the Liang Hu. This sounds like a victory for the Chihli party until we read that General Wu Kwang-hsin has been appointed to assist him, which means that he goes down with a watching brief from the Anfu party. As a matter of fact, the latter is "slated" as the succeeding tuchun of Hunan. Whether the Southerners who have made their own nominations will stand for this remains to be seen. At any rate, enough has been said to indicate the complications which have set in.

Arising out of China's very vague reply to the Japanese note urging China to open direct negotiations with Japan concerning the restoration of Kiaochao, another Note has been presented to the Chinese Government in which Japan expresses willingness to "treat the withdrawal of troops from the Shantung Railway zone as a separate issue from the main question of the restoration of Kiaochao. Official Chinese declare however that though the Japanese express themselves in this fashion yet in actual conversations they link the two subjects together. As a matter of fact, China recognises that by declining to sign the German Peace Treaty she is in a strong position and is not likely therefore to weaken it in any way by negotiating with Japan under any pretext whatever.

In this connection it may be mentioned that the ratification of the Austrian Peace Treaty which gives China her place in the League of Nations may be expected in a day or two. Apparently the text of the document has to be published and as it is rather lengthy this explains the delay.

It must have been with surprise that most people learned a few days ago that China had refused to sign the Treaty of Peace with Turkey. Fortunately there is no fresh difficulty giving cause for such decision. Either of two reasons is good enough. One is that China did not declare war against Turkey, but the real reason is that the treaty with Turkey maintains for a period of five years the capitulations under which the Foreign Powers enjoy extraterritorial privileges in Turkey and China would be inconsistent were she to be a party to the enforcement upon Turkey of a principle which she herself is opposing strongly.

The Peking students, it will be remembered, showed how advanced they were a few weeks ago by demanding that examinations should be abolished and that the time devoted to these be employed in additional work. The Peking students, it will be remembered, showed how advanced they were a few weeks ago by demanding that examinations should be abolished and that the time devoted to these be employed in additional work and in order to meet their wishes said that the examinations would be held as usual at the end of June but that work would be continued afterwards through the

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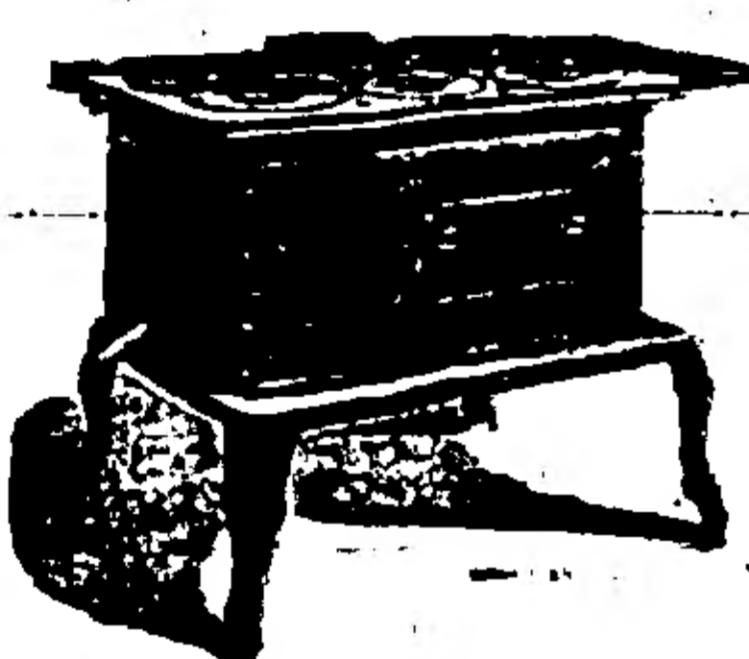
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THE DIFFICULTY OF
"PLAYING FAIR."

It is a fact too obvious to be insisted upon that our own dreams are extraordinarily interesting and those of other people an infernal nuisance, says a writer in the *Times*. Nevertheless it is one that other people do not appear to appreciate. When we tell them our dream, because it is certain to amuse them, their minds appear to wander. They barely give us time to finish before beginning a long, rambling, and incoherent story with the words, "I was in a large, curious sort of place. I think it was a kind of room, and there seemed to be a lot of people all round. I don't quite know who they were"—ugh! it is too appalling to think of.

It is therefore a good thing on the whole that golfers do not dream about their game. At least, I never remember to have been hemmed into a corner by some one who wanted to tell me his dream of how he suddenly found himself dressed in cloth of gold and playing with left-handed clubs against Harry Vardon, and, though the world is doubtless the power for it, I cannot recall a single golfing dream of my own. Neither, so far as I know, has anyone ever dreamed the name of the man who was going to win the monthly medal and made a small fortune by backing him, and that though there are fully as many liars among golfers as in any other class of the community. If Ole-Duk-Oie had some golfing pictures painted on the beautiful umbrella that he holds over us when we have been grieved, what lovely golfing dreams he could bring us; but, as he is a Danish dream-god, I suppose golf is not in his repertory, and so we have to content ourselves with dreams.

These golfing day dreams are a very doubtful pleasure. When they relate to the past they turn too often on the more disastrous of our rounds, the matches that we just lost, but ought to have won, the medals that we threw away. Unless we are very tired indeed, we seldom lie awake over the strokes in a victorious game; or if we do, it is almost worth it, because the bad shots have already grown mercifully muzzy; all that we recall vividly is the delicious "plow" with which the enemy's ball buried itself in the bunker before the home green or the rattle of our triumphant ball against the tin. It is far otherwise with a round that ended in failure. It may even have been in other people's eyes glorious failure. We, hateful, tossing, tormented, know better than that. There never was a round yet that could not have been improved upon, and it is just that one fatal stroke that, plays itself over and over again with every kind of club and style and stance except the one that we adopted. Worse still, if our ongoing game is not merely from a bad stroke, but from bad judgment. Suppose we went for the bunker when we ought to have played short; suppose we laid ourselves a stymie; suppose we laid our partner..... Only the dots that Mr. H. G. Wells is so fond of can end such a sentence. THINGS TOO GOOD TO BE TRUE.

Indeed, these waking dreams of golf that is past make too painful a subject. Dreams of the future, if no less futile, can be delightful before the round, nor do their memories, as a rule, come back to mock at us after it. Our vanity was wild enough in dreams of the past when it would not excuse us for just one bad shot, but now it soars to unknown heights of blissful idiocy. Let us suppose that we have a round to play a few days hence with a card and pencil. We sit back in an easy chair, perhaps with a pipe, to think about it. We may begin with studied restraint and modesty. It would

THE NAVY.

PROMOTION FROM LOWER
DECK.

In the House of Commons, on a vote for the £130,300 for educational services, in connection with the Naval Estimates, Sir D. Maclean emphasised the immense importance, owing to the ravages of war, that the men in all the fighting services should be as far as possible trained for their return to civilian life once again. We had lost 16 millions of the very best of our young men, so that there was an urgent national need for a trained men when discharged from the services.

Mr. Walter Long (First Lord of the Admiralty) said the arrangement made for the taking of a certain number of naval officers at Cambridge University had been abundantly justified, and was really only controlled by the limit of accommodation. The intention was to close Osborne College next year, and retain only one educational establishment at Dartmouth. Those who had entered the service from public schools had proved to be most excellent officers, but they had no intention of abolishing the naval college system. These establishments secured for them a certain number of sons of naval officers who otherwise might have great difficulty in getting into the navy.

Sir D. Maclean asked whether the educational plans were being shaped so that young fellows on the lower deck might avail themselves of the new scheme enabling them to rise to commissioned rank.

Mr. Long said the educational opportunities were placed at the disposal of everybody on the lower deck. They were approaching the question of throwing open the commissioned ranks to the lower deck not only with a genuine desire that it should be successful, but with the determination that they would leave no obstacle likely to prevent boys having this fair opportunity.

In further discussion Captain W. Bent said he did not think the Admiralty had given any really satisfactory assurance that the sons of poor parents should be able to get into the service as did the sons of the rich. The door to the three services should be freely open to all classes of the community.

Mr. Barnes, having made a special study of this question, assured the Committee that there was very little chance of a poor boy becoming an officer of the navy. The object should be to ascertain where were the best brains and give the youths who possessed them the chance of getting to the top of the tree. (cheers)—the scheme of Lord Fisher having proved a failure. The general tendency in the last few years had been to supplement the entries at Osborne and Dartmouth by drawing boys of 17 or 18 from the public schools, and this he favoured, because they were drawn from a larger section of the community and because he did not like taking boys of very tender years and training them as if they were entirely wedded to the navy. The navy ought not to be divorced from the civil community. (cheers.)

Sir J. Craig (Financial Secretary to the Admiralty) assured the Committee that an endeavour was being made to meet many of the difficulties that had been pointed out.

Captain Bent told the Government that many members were anxious for the establishment of a scheme under which the boy without money or social influence would be put on a level with the rest for entry into the commissioned ranks. (cheers.)

Major E. GRAY (C. U. Accrington) considered that in this matter the claims of the public elementary schools should not be overlooked, and reminded the Committee that in the late war thousands of lads who came from these schools won commissions in the army. (cheers.)

The vote was agreed to.

pitch. We might miss a short putt to be sure, but—no we will do it in four. And so we go on the whole way round, putting off the evil day, and at the end, without having done anything of course that we are not perfectly capable of, we have dreamt of 70, and the professional record is 72. And after all it is a very amiable weakness.

If there were dreams to sell, What would you buy? Some cost a passing bell; Some a light sigh— But these golfing dreams cost nothing at all. So why shouldn't we have the very best?

NOTICES

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purple & white, blue & white, green & white, 10cts.LANYARDS, Boy Scout Lanyards, Khaki Twisted Cotton;
strong & durable, medium length, 20cts.

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CONSCIOUSNESS IN PLANT LIFE?

MESSAGE FROM DYING LEAF.

Is science on the eve of discovering a means of eliminating pain and of retarding death?

Such possibilities were suggested in a lecture on "The Control of the Nervous Impulse," delivered by Sir Jagadis Chunder Bose to the annual meeting of the Parents' National Educational Union, in Westminster School. Sir Jagadis said that as the result of 20 years' investigation of plant life he had discovered that plants have a nervous system corresponding to that of animals. The plant was merely a stationary animal and the animal a moving plant.

The plant was dumb, but he had evolved a script recorded by certain delicate instruments by means of which the plant revealed its silent history. He had found that plants were subject to sleep, although not as popularly supposed, when their leaves were closed. A plant was awake until 5 a.m., and then fell asleep from 8 a.m. until 9, and regained full consciousness at noon.

Under the influence of alcohol, plants were suddenly exalted and then depressed.

All plants were sensitive, even the humble carrot. (At this point the lecturer showed his audience the script traced by a carrot under the influence of chloroform.) The same drugs which affected the human heart affected plant tissues in a similar manner. There was a great opportunity, he thought, for medical research.

Another script diagram revealed the dying message on a leaf severed from its parent stem. "Death," said Sir Jagadis, "enters by the cutting, and it creeps along with very definite step. I have been able to retard the death-march from 24 hours to a fortnight. That means the retardation of death."

Recently, he had been experimenting to discover if he could control the nerve particles of plants, and had found that he could strengthen the nerves to resist pain or to convey increased impulses. Similar experiments had been tried on frogs, with corresponding effects.

If this could be done in the physical world, the will might achieve similar results in the metaphysical, so that "man need no longer be a passive agent in the hands of destiny." The most important thing to mankind was the power of auto-suggestion, or the power of the will. Who could define the power of will intensified by practice and concentration? The stimulus of will might play as important a part as the nervous shocks from outside.

EX-KAISER'S CURIOS

COLLECTION OFFERED FOR SALE.

New York, May 10.—The former Kaiser's debt to the German people will be liquidated in part by the sale here by auction next Saturday week of part of the household furnishings of the Hohenzollern palaces at Munich and Potsdam.

The sale, which is being widely advertised, will take place at the Madison Avenue Art Gallery, and the articles offered include porcelains, draperies, music-boxes, chandeliers, lamps, urns, ivories, clocks, curio cabinets, Oriental prayer rugs, and furniture of various periods. Many articles bear the Imperial crest of their former owner.

The collection was brought to America by Mr. Valdemar Povlsen, a Danish-American importer, who was attached to the American Army of Occupation. While in Berlin he succeeded in obtaining a permit to export it on the promise that the proceeds of the sale should be used to purchase foodstuffs for resale in Germany. The genuineness of the collection is vouched for by Mr. Eduard Haas, antique expert to Wertheim's in Berlin. Its value, apart from its historic worth, is estimated at £3,000.

According to the importer the collection represents part of the furnishings of the ex-Kaiser's palaces which had not been paid for when the war broke out, and which were seized by German tradespeople when he fled to Holland. Government officials intervened and took charge of most of the objects, but upon Mr. Povlsen making representations that the collection would probably fetch a considerable sum from bidders here, he was permitted to export it. A week's private view of the collection precedes the sale.

HOW "ATROCITY" STORIES CIRCULATE.

CANON GREEN'S EXPERIENCE.

Canon Peter Green, of Manchester, writes under date April 7th to the *Manchester Guardian*:

Referring to your paragraph in to-day's issue under the heading "British Officers tortured by Bolsheviks," would it be too much to ask that if Reuter's Agency had really received a letter from "a British officer serving in South Russia," describing the tortures inflicted on two British officers, we should be allowed to know (a) the name, rank, and regiment of the officer who writes the letter, (b) the names, ranks, and regiments of the officers killed?

I hold no brief for Bolsheviks, but I have learned utterly to distrust atrocity stories given on the authority of unnamed witnesses. The last time I ventured to question the report of a nameless atrocity, said to have been inflicted on a British officer, I got a letter the next day from a relation of my own who assured me that he had just been dining with a British officer whose own brother, in company with 70 other British officers, were being treated in a private hospital for the injury referred to. I at once wrote and said that if he would let me know the name of the officer, who had dined with him and told him the story I would visit him, if it were the other end of England. After some time, I got an answer to say that (a) when his informant said a "brother" he did not mean a natural brother officer, and (b) that when he said a brother officer he did not mean an officer from his own regiment, but merely an officer in the British army, and (c) that when he said he knew of the hospital where the sufferer and 70 others were being treated he did not mean that he knew where it was, but merely that he had heard of its existence. Comment was needless. Since then this particular horror has been told me three times in different cities of England, the last time, only a few weeks ago. Once it was told by a very highly-placed Church dignitary, whose brother "had to make all arrangements for receiving the sufferers when they reached England," but whose brother admitted, when questioned, that no such case had come through though "he was always expecting they might do any day." The second time it was a Government official who assured me that his department "had to do with the affair," but who admitted, when pressed to be allowed to question someone who hadocular evidence of the matter, that he could find no one who knew anything at all. The last time it was a surgeon, who "knew of scores of such cases," but who had to admit, when pressed, that he had neither seen such a case nor met any other doctor who had.

When we remember that these stories fester in the minds of those who believe them, and hinder a return to mutual good will and understanding between nations, surely we are entitled to demand that they shall always bear the full name and description of the person vouching for them.

A CREW OF CAPTAINS.

SHIP WORKED BY HER OWNERS.

The three-masted motor vessel, Admiral Keyes, which was recently unloading at Dover, having sprung a leak while on a voyage from London to Falmouth, is owned and worked by seven officers who commanded mine-sweepers during the war.

Lieutenant-Commander Thompson, whom his comrades unanimously elected as captain, was in command of the paddle mine-sweeper Newbury. She was extensively damaged by gunfire, suffered considerable loss, and was set on fire when a German destroyer flotilla raided the Dover Patrol mine-sweepers in February 1918, and sank seven of them.

It is in everything unconnected with the actual running of the car that your average man looks for solid reliability. He wants his tires to last a long time, because the frequent changing of tubes and covers is a fatiguing, fitful and uninspiring "business." He does not take the smallest personal interest in such primitive and unmechanical things. They are among the prices which must be paid for the incommensurable pleasure of car ownership. For this reason he likes detachable wheels and rims, which ensure for him the absolute minimum of time and trouble to be spent over tire maintenance. Very few owners will say, "The A B C tires have the best," and mean precisely that. What they really mean is, "The A B C tires have so far given me personally slightly less trouble, and anxiety, than the

TOO COMPLICATED MOTOR-CARS.

CRAZE FOR "PROGRESS."

The Times motoring correspondent writes:—To be accused in these days of a reactionary spirit in most walks of life to suffer the supreme insult. The present writer was recently roundly abused by readers of the *Times* for an exhibition of this deplorable spirit. He wrote in this column condemning in measured terms the modern craze for expensive engine starters and electric light sets on small and, at current rates, cheap cars. He held, and still holds, that the extra cost is not justified, and that neither starters nor electric lighting systems have yet reached that pitch of universal reliability which is looked for in every working part of a decent motor-car. It may be true that things do not often go wrong if the plant is properly looked after, but it is painfully true that there are several opportunities for failure, and that the average man who invests in a light car knows very little in deed about the internal economy of either dynamos or batteries; and he carries about £10 worth of the things about with him.

It is, of course, self-evident that electric light is at the present moment the most popular illumination system for motor-cars. Its superficial advantages are too patent to admit of argument. My contention is that until it is much cheaper and absolutely fool-proof—say, as infallible as the average carburetor or radiator, and as easy to maintain and repair—it is unsuitable for the impoverished, modest, and economical motorists. Paraffin and acetylene both smell, and the latter often gives a good deal of trouble. A very good generator, kept in apple-pie order by somebody who understands its most secret yearnings, and can dismember it and put it together again in the dark, is a rare thing to meet with, but when it comes one's way, what is it not worth to the harassed motorist whose one and abiding anxiety is to get home without running over things or being himself endangered? The price of many a beautiful electric set, I think.

For these heresies I have been severely criticised; yet is my faith in all the essentially simple things in motoring stronger than ever. I am quite unrepentant. BELIEVABILITY FIRST.

Motor-cars to-day are becoming too complicated in relation to the comfort and convenience they afford. After all, the ordinary economical owner-driver wants one thing, and wants it badly—peace of mind, which is being interpreted, complete reliability. Certain parts of a car must always, consciously or unconsciously, occupy his thoughts. The car which requires no attention and no nursing of any kind does not yet exist. He is prepared to spend a certain proportion of his motoring life in attending to carburetors, magneto, valves, and other familiar matters. Their care is really, though he may not admit it, part of the essential joy of motoring. If you look after them properly the car goes well, and the better you do your share the better the car goes. The time spent over them is not grudged, and even if a given carburetor or magneto should need more periodic or sporadic attention than another, if valves need grinding more often in one car than in another, the fact does not seriously impair the owner's peace of mind. These are things he knows how to combat, and he has been brought up to expect a little hard work over them. He does not mind, especially as his reward, in the improved running of his car, is instant and unfailing. He does not accuse the car of being unreliable.

It is in everything unconnected with the actual running of the car that your average man looks for solid reliability. He wants his tires to last a long time, because the frequent changing of tubes and covers is a fatiguing, fitful and uninspiring "business." He does not take the smallest personal interest in such primitive and unmechanical things. They are among the prices which must be paid for the incommensurable pleasure of car ownership. For this reason he likes detachable wheels and rims, which ensure for him the absolute minimum of time and trouble to be spent over tire maintenance. Very few owners will say, "The A B C tires have the best," and mean precisely that. What they really mean is,

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G. R.

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The Office will be open for all purposes from 9 a.m. to 12 noon on Thursday the 1st July, 1920.

Licensed Warehouses will be entirely closed on that day.

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Hongkong, 24th June, 1920.

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The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 29, 1920.

THE U. S. PRESIDENTIAL CAMPAIGN.

At the time of writing, the National Democratic Convention should be sitting in San Francisco for the purpose of selecting a candidate for the forthcoming Presidential Election. The Republicans have already made their choice; they are pinning their faith to Senator Warren Harding, who, though one of the "dark horses," is generally regarded as a man of high integrity and considerable ability. The question now is: Who will the Democrats select to oppose Senator Harding? A telegram to hand yesterday indicated that Governor Cox of Ohio was the favourite, but that there were also several other candidates well in the running, including such prominent figures as President Wilson, the Vice President, Mr. Mitchell Palmer (the Attorney General), Mr. Champ Clark (former Speaker of the House of Representatives) and Mr. William Jennings Bryan, the well-known champion of the Party, whose influence is still a big factor to be reckoned with. It is possible, of course, that none of these men will be chosen, for when deadlocks are reached the unframed man gets his opportunity, as we saw when the Republican Convention found itself unable to agree on any of the leading personalities. We should say, however, that the Democrats will see the wisdom, under present circumstances, of selecting a prominent candidate, for that would undoubtedly give them a pull over their rivals.

Just before the Republican Convention was held, one of the best-informed and safest American papers emphasised the need of the party choosing a good man to lead them in the Presidential campaign. It argued that it is a sound principle in politics to remember that you cannot beat somebody with nobody. This was written in special reference to the possibility of Mr. Davis, Ambassador to Britain, being singled out as the Democratic nominee. And it was said that Mr. Davis was not the only "somebody" in the ranks of the Democrats. There seems to have been a fear on the part of this paper that the Republicans might yield to the belief that anybody nominated at Chicago would be good enough to win. We rather incline to think that, although this opinion was fairly generally held some months ago, it does not prevail to-day. The Republicans realise that they are up against a hard proposition, and if it should so happen that the Democrats close up their ranks and bring out a well-known and popular man, then he would be a bold man who would forecast certain victory for the "G.O.P." Another factor not to be lost sight of is the power of Labour. When the Republican Convention was sitting, the Labourites attempted to get a declaration from the party in regard to labour questions, but they were disappointed with the response. Having failed with the Republicans, the Labour Party is now to approach the Democrats, and if it should so happen that the latter give it satisfaction, the votes of the Labourites will be a very big asset.

As a British paper, we were glad to see that the Republicans, at the Chicago Convention, put the Irish question into the background, though Senator Harding is now being taxed with having expressed sympathy with the Irish independence movement. We see that this issue is mentioned among the questions of lesser importance which are to come before the Democratic Convention in San Francisco. We can only trust that, also, it will not figure prominently. In presidential years, no great seriousness is attached to resolutions in America on foreign issues, because it is conceded that they usually spring from party political motives; in other words, they are electioneering dodges. But recognition of the independence of a seceding part of a foreign nation is always an affair for cautious diplomatic procedure, and in this instance Americans can very well leave the question to be settled by Britain, whose affair it is. Looking at the coming campaign from all standpoints, it is clear that the election will be keenly fought. Whether the Democrats have a chance will very largely depend on the happenings of the present week.

NOTES & COMMENTS

KOWLOON ROADS.

In his weekly Kowloon Notes on Friday last our correspondent "Ferryman" drew attention to the bad state of the Kowloon Roads consequent upon the laying of the electric cables underground. One of our morning contemporaries also drew attention to the matter on Saturday and we have since had occasion to verify these statements for ourselves and to know that they are in every way justified. Not only in Nathan Road and the other principal thoroughfares leading into it but in many of the purely residential side streets there has been no attempt whatever to make good the surface, and heaps of earth have been left dotted about by the roadside that are not only unpicturesque but decidedly dangerous. The condition of Gascoigne Road has been made almost impassable for pedestrians owing to the laying of big drainage pipes and the main motor road which runs at the back of Yaumati has two very dangerous spots, all because the road, having been opened for the laying of pipes, has never been thoroughly repaired. If our correspondent's information as to the policy of the P.W.D. not allowing people who open roads to put them back into a proper state of repair is true, then it seems high time that that policy was revised. It may be that the Department wishes to have the work done properly by doing it itself but a far quicker method would be for the people who open roads to be compelled to reinstate them to their former condition within a specified time. That is the practice followed at Home at least in every case we know of—and it is one that commands itself to us. It would be interesting to learn what payment has to be made to the Government for opening roads and whether the subsequent cost of the repairing is covered by it. We should very much like to be enlightened.

AN EMPIRE STATESMAN.

General Smuts is one those statesmen whose value to the Empire is a little hard to measure. Time and again he has helped to point the right road in really big matters, whilst his influence in keeping the more ardent nationalists of his own country has been tremendous. And now we find him giving utterance to principles in connection with the future constitutional government of the Empire that are not only moderate, but essentially just and full of appeal. It is natural that all the self-governing dominions should be looking forward with eager anticipation to the big Empire conference due to be held next year, for there will then be decided the problem how to conduct the affairs of the Empire on a common and solid basis when there will be six equally free and independent countries concerned. Certain it is that the time has come when every country in our commonwealth must be consulted on all matters of international policy—not only consulted but made active partners in the very consideration of that policy. How to achieve that; how to make it possible for the Empire to speak with one voice whilst not interfering with the liberty of the Dominions is the theme of General Smuts' utterance and he has suggested that the only way is the adoption of a Conference system. If all the Dominions were represented on a permanent Foreign Relations Committee, and if those representatives were entrusted with the task of deciding all foreign and international affairs then it could be said that the Empire spoke as a whole. Only by some such method shall we secure the unity that is so essential in these days of worldwide disintegration.

THE IRISH TANGLE.

It is a little difficult to gauge just how the Irish situation stands these days, especially in regard to the distressing occurrence at Londonderry, because one cable tells us that there have been quiet nights and another goes on to report more firing and casualties. It seems to us that the appeal of the Ulster Unionist Council to the Government to protect the lives and property of loyalists is but reasonable and should be strictly and promptly acted upon. The Government has played a weak game all through. When Home Rule had a chance of going through the Government weekly pandered to the unjusifiable obstructions of its oppon-

DAY BY DAY

THE MIRACLE OF SUCCESS IN CONSTANCY TO PURPOSE— Dinner.

The American Consulate General received a typed warning from Manila at 11 a.m. to-day, stating that there is a depression in the North Eastern part of the China Sea.

The wedding of Miss A. M. Woodman, daughter of Dr. W. J. Woodman, to Mr. W. F. Stone, son of Mr. and Mrs. P. E. F. Stone, takes place on Thursday at St. Andrew's Church, Kowloon.

Mr. Walter Makepeace, F.J.J., managing editor of the *Singapore Free Press*, is passing through Hongkong en route to Canada to attend the Empire Press Conference and for a holiday in England.

At the inquest on a Chinese who was knocked down by the C. S. P. motor car and subsequently died in hospital, the jury returned a verdict of death by misadventure and held that no blame attached to the driver.

Said to have received his injuries by falling from the verandah of a house at Des Voeux Road, into which he was attempting to break in order to steal shark-fins, a Chinese was yesterday removed to the Government Civil Hospital by the Police.

Owing to certain repairs on the Empress of Russia, necessitating the drydocking of that steamer, she will be unable to depart from this port until noon on Saturday, July 3rd. On account of the cholera epidemic at Kobe, this steamer will omit that port on this voyage.

The final round of the Ladies Singles Championship competition, between Mrs. C. D. Pearson and Mrs. J. E. Murray, was played on the courts of the Cercle Sportif, Shanghai, last week, and resulted in a remarkably easy victory for Mrs. Pearson by two straight sets—6-0, 6-1.

During last week there were notified twelve cases of plague (ten fatal), three of enteric (two fatal) and one fatal occurrence of cerebro-spinal fever. With the exception of one French case of enteric, all were Chinese. Four of the plague cases were imported. There were also fifteen Chinese deaths from influenza.

The following is from the *Times* of May 10:—The 14 years' lease, at 60 guineas a year, will be submitted on Wednesday on the premises at No. 51, Rutland-gate by Messrs. Duncan B. Gray and Partners for Lady Lurgard. The firm will then, and on the following day, dispose of the contents of the house. The most notable items comprise a collection of Chinese blackwood furniture, including cabinets, tables, and screens.

Mr. E. C. Dingman, who had been notified to serve on jury at an inquest at the Magistracy yesterday afternoon, failed to appear when his name was called by the Coroner. He appeared an hour later and in reply to the Coroner, at the conclusion of the inquest, said he went to the Government Civil Hospital where he thought the inquest would be held. In pointing out the delay to the proceedings caused by him Mr. Hutchison said the notice to the jurors clearly mentioned the place for the inquest. Mr. Dingman was discharged with a caution.

ents and now that the more militant section of Irish nationalists have transgressed the law the Government is vacillating and indecisive in its action. We recognise that it is endeavouring to be fair to both parties, but there are times when stern justice is called for and this outbreak of lawlessness with its total disregard for human life should very ruthlessly have been attacked. Such a policy might have saved many human lives. Whilst being stern in that the Government should also have been stern in its determination to put the revised Home Rule Bill on the Statute Book. But of that Bill we have heard nothing of late.

AN ISLANDER'S DIARY.

[BY "AJAX"]

A farmer in a certain part of England made merry over the mistake of an old Shanghai hen of his, that had been sitting for five weeks upon two round stones and a piece of brick. "Her anxiety," he said, "is no greater than ours, to know what she will hatch. If it proves a brickyard then that hen is not for sale." This story was irresistibly called to mind during the week when I read in the *Telegraph* of the new demands that the China Officers and the Marine Engineers Guild are now making to get for their members who are on Jardine's and B. and S. boats an increase of fifty per cent. on their present salaries. Should these guilds not hatch anything this time, then I suppose they will be off for sale.

In this connection, it would be well were I to recite a few points from ancient history, as they have been related to me. It will be recalled that in 1916, as a result of the demands of the Guilds, an award was made ameliorating the condition of the men and officers engaged by the large liner companies on the China Coast. These were an increase of seven per cent., pensions, passage Home, etc. The award was for a period of three years and expired at the end of last year. In addition to the increase of seven per cent. that the Arbitrators granted, Messrs. Jardine's paid a war bonus of 20 per cent. to their men on the Indo-China Navigation Company's vessels. Since January 1st this year, Jardine's, on their initiative, incorporated the 20 per cent. war bonus into the salaries of the staff, so that the Guilds' demand for another fifty per cent. increase appears rather unreasonable. The majority of the men on the Indo-China boats are quite happy and contented, and the benefits and pay they enjoy were, four years ago, beyond their wildest dreams.

These China Coast men are leading easy lives. They have no tallying to do in England, officers do tallying on tramp steamers. Here the comrades attend to this work. As everyone knows, the cost of running ships has increased enormously during the last few years. Repairs, stevedoring and other items of expenditure have gone up in every part of the world. Here on the China Coast there is a prospect of freights coming down to the pre-war level, and with the large number of American boats coming on the coastal routes it looks as if British steamship companies are going to encounter severe competition. Vessels bringing rice from Saigon to Hongkong now get a freight of eight cents per picul, while from Bangkok no freight is offered. So the outlook is rather gloomy. No one objects to a mess jacket, which is a replica of the military style. Nobody seems to know why we in Hongkong should have to wear black trousers and a mess jacket in the present style of our dinner dress.

Now that the lease made with the Star Ferry Company and the Hongkong Government is about to lapse, I hope that every effort will be made by His Excellency to see that a renewal of the lease will be contingent on the Company further reducing its fares for casual and monthly passengers. It is a truism that needs no arguing that the Star Ferry Company by its heavy charges has retarded the full and quick development of Kowloon. As a sop to the authorities the Company recently reduced its fares, but the trip between Kowloon and Hongkong should be much cheaper. A single fare from Hongkong to Kowloon should not be more than five cents, and a reduction in this direction would be appreciated, and help towards more travelling on the ferries. I understand that the Government has already given the Yaumati Ferry Company to understand that if its rates are reduced further—and they are very low compared with the Star Ferry—the Government would consider the question of accepting a lower sum for the right. It strikes me that a greater amount of control should be exercised over the actions of the public utility concerns in Hongkong by the Government, and the only way to do this is to see that the lease protects the taxpayer completely. I wish some one on the Legislative Council would address the Government on the subject of the new Star Ferry agreement with the authorities. In the interests of the public, I think it should be demanded that a draft copy of the terms made between the Company and the Government should be laid on the Council table.

Now people are aware of the Public Works Department widening the whole of Queen's Road East. When it is completed it will be an ideal road for the motorist. The front portions of the buildings on this road from Arsenal Street to Wan-chai are being demolished to per-

mit the widening being undertaken. Our Public Works Department is certainly a live institution, and it must be congratulated on its enterprise. Up to now the Police have not taken up the suggestion that I drew out some weeks ago of placing more policemen on this road from Arsenal Street to the Wan-chai Market to control the traffic. This is an absolute necessity with the congested state of the traffic in these parts and the Chinese walk in the middle of the road.

TO-DAY'S MISCELLANY.

King's College, London, which loses its principal by the premature death of Dr. Burrowes was founded about 1858 as a strong hold of Anglican orthodoxy by way of antidote to the spread of "godless" secular education which had previously been established at University College. One of the most zealous of the founders was the Duke of Wellington, who contrived to capture for the site of the new college the incomplete east wing of Somerset House. But the usual irony of fate has occurred, for King's College was recently affiliated to London University, with the result that all data: i. nents, except the theological, have now been secularised. During a brief existence King's College has produced many distinguished alumnus, including the first Lord Esher, Sir James Fitz-James Stephen, Sir Edward Clarke, the late Professors Cayley and Jevons, Thorold Rogers, Henry Morley, and at least one, Lord Chief Justice. The present site in the Strand was lately condemned as being "too cramped" for the increased educational work of the College and is also coveted by Somerset House for a contemplated extension.

Perhaps Mr. Speaker hardly hit off his situation with his usual felicity when he recently declared himself "infallible, like the Pope," (says Home paper) for there is a very marked difference in their respective positions. The Speaker, in the old phrase, is "in the power of the Senate," and his rulings are infallible only while they have the support of the House as a whole. Mr. Gough himself on one occasion made a very handsome apology to Mr. Bonar Law, and admitted, without qualification, that he had made a mistake in a ruling. Also the Pope, in theory at least, makes his own precedents, whereas the Speaker is largely guided by the precedents of the High Court, and by the precedents and rulings given by his predecessors. In old time the House made no difficulties about "putting down" Mr. Speaker if it were considered that he was exceeding his powers, and his authority, as to-day, it is the growth of time. His powers, it has been written, "in relation to the debates have never been invoked upon as entitling him to express or enforce any completely new or purely personal opinion as to what is in principle allowable in debate or otherwise." No Pope would accept that limitation.

Mr. Eugene Victor Debs, who has been selected, while in prison, as the Socialist candidate for the American Presidency, has already made four attempts to reach the White House. In 1900 he was the "standard-bearer" of the Social Democratic party and obtained 87,841 votes, a small number against McKinley's 7,207,923. The next time, in 1904, he was the candidate of the Socialist party, and his figure rose to 402,283. In 1908 it was 429,793, and in 1912 it jumped to 901,813. In 1916 the Socialist party adopted another candidate, Mr. Allan J. Benson, but the change brought no better luck, for the Socialist vote dropped to 590,379. Mr. Debs, who is now in his 63rd year, was originally a locomotive fireman on the Terre Haute and Indianapolis Railroad. From 1880 to 1893 he was secretary of the Brotherhood of Locomotive Firemen, and from 1893 to 1897 president of the American Railway Union, in which capacity he carried through successfully a big strike on the Great Northern. When leading the still bigger strike on the Western railway in 1894 he was charged with conspiracy but acquitted. He was then convicted of violating an injunction and sent to gaol for six months for contempt of court.

mit of the widening being undertaken. Our Public Works Department is certainly a live institution, and it must be congratulated on its enterprise. Up to now the Police have not taken up the suggestion that I drew out some weeks ago of placing more policemen on this road from Arsenal Street to the Wan-chai Market to control the traffic. This is an absolute necessity with the congested state of the traffic in these parts and the Chinese walk in the middle of the road.

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TRYED TO SELL HIS
WIFE.

SAYS SHE FLIRTED WITH
COOLIES!

When the wife flirted with other males, and the husband discovered that his true affections rested in another quarter; as when the husband was a workshy and the wife a woman of quarrelsome disposition, what could the solution be? There are no diviners. Courts have in which to obtain relief, and the parties that have to settle their own differences. Yet he has a very astute Chinese, this man who was summoned by his wife before Mr. R. O. Hutchinson this morning for assault, and who for want of a better name, we will designate Ah Kan.

How Ah Kan relieved himself of his matrimonial troubles is a profound study for social reformers. His methods have been primitive, yet they at least had the merit of simplicity. He lives in the Samsoipo district, in the historic village of Ma Long Kung, and he had taken to wife one Ah Sau, who made up in character what she lacked in personal appearance. Ah Kan, her husband, had lived with her quite happily, if not affectionately, for the first six months after their marriage. Then came the day when misfortune visited them in the transference of his slighty affections to a female charmer. So within the last few months the wife had had to earn her own living by working as a coolie, and the wages thus obtained were looked upon with avaricious eyes by her husband who made continual demands on them. When she failed as a money-making proposition, he took her to a certain house in Yaumati, and there put her up for sale by auction. As we have already remarked, her personal charms were not overwhelming, and so it came to pass that there was not a single bidder. Enraged that in the last extremity she had thus failed him, the gentle husband commenced a regular round of harbingers on his wife, hence the arrest summons was brought.

The case for Ah Sau was that the other day, after one of the assaults, she made a report of her ill-treatment to Inspector Lennigan, in charge of the district, by whom her case was brought to the notice of the Secretary for Chinese Affairs. She was told to return to her lord and master and live happily for ever afterwards. All such benign counsels were very well in the saying, but Ah Sau found it a matter of extreme difficulty to live up to them, in view of the temper of her husband. To make long story short, she again appealed to the Secretary, who then advised her to proceed against her husband on a summons for assault.

On the 19th instant, in the morning, the woman continued, she was assaulted by her ill-mannered husband because she had refused to hand to him her earnings which she had secured by working as a coolie, carrying kerosene oil for other people. He then took her to Yaumati, got together a number of friends and others, invited them to come and view her, and eventually asked them to bid for the beauty. The response from the gathering was not enthusiastic. As a matter of fact there was no response, and he took her back to their home at Samsoipo and gave her another hiding, in which his sweetheart participated with eclat.

The husband to-day told the Magistrate that his wife was very good and conducted herself decently until six months after the marriage, when she got into hand and flirted indiscriminately with the male coolies with whom she

FRIENDSHIP WITH GERMANY.

CAMBRIDGE UNION
DEBATE.

At the first debate of the Cambridge Union Society the subject discussed was: "That this House would welcome the resumption of friendly relations with Germany." Mr. E. M. Reid (Emmanuel College), President of the Union Society, took the chair, and the motion was proposed by Mr. G. W. Theobald (Emmanuel College) and opposed by Mr. G. G. Gross-Hodge (Pembroke College).

Mr. G. W. Theobald gave it as his personal experience that the great majority of German people went into the war because they believed their Fatherland was going to be attacked. He admitted that had Germany won the war she would not have discussed a motion of this character, because the Prussian military caste would have been in such ascendancy that they would have inaugurated a regime of horror and rapine in the conquered countries. The point was Germany did not win the war. We won it, and we had the chance of framing the world. Friendly relations meant an attitude of mind, not a general effusiveness. Commercial relations should be established, and an indemnity fixed at once, and an international conference should be held to fix the rate of exchange. Germany should be admitted at once to the League of Nations and the Army of Occupation on the Rhine removed. The only alternative before Germany if we remain hostile was friendship with Russia.

A PLAGUE SPOT.

Mr. G. G. Gross-Hodge opened the opposition to the motion by an account of some of his experiences as a prisoner, when he was round looking for something to eat, somewhere to eat it, and something to eat it with. (Laughter). The proposer of the motion had forgotten everything he ever knew about Germany. Prisoners found when England was winning they were treated pretty badly, but when Germany was winning they got considerably worse treatment than he had thought possible. They could not deal in a normal way with people like that. The Germans were of a bestial character and possessed of a devil of moral cowardice. Germany was a plague-spot to be eradicated.

Mr. M. H. Dobb (Pembroke College) based his support of the motion on the assertion that the policy it embodied was in conformity with the ideal of a war to end war and making the world safe for democracy. The opposite policy was vindictive one, and was preventing the recovery of Europe and sowing the seed of a fresh war by fostering a desire for vengeance. The wise and statesmanlike policy was to hold out the hand of friendship to Germany and thus help to break down the influence of the militarist party. The nations of the world must either eat salt together or else there would be a complete end of civilization. (Loud cheers).

DANGER OF BOLSHEVISM.

Mr. R. E. Watson (St. Catharine's College) said he supported the opposition. The policy of friendship with Germany would be simply playing definitely into that country's hands.

Mr. P. N. W. Strong (Selwyn College) had every sympathy with the opposers of the motion, but they who supported the motion detested the bestiality and brutality to which the opposition had borne witness. The peril to Germany to-day rested in its Bolshevism, not in its militarism. (Hear, hear).

Mr. W. K. Carter (Sidney College) said before they could enter into friendly relations with the Germans it was requisite that Germany should show willingness to carry out the Peace terms which the Allies were solemnly bound to enforce. (Cheers.)

Mr. A. V. Burbury (King's College) said that the German state of mind was the result of the intensive culture of 31 years, but the Germans now felt they had been cheated. They had a lovable basis in their nature. (Cheers).

Other speakers followed, and the result of the division was: For the motion, 122; against motion, 75; majority for, 47.

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KUDO MARU	17,200	13th July.
AMYO MARU	14,500	9th Sept.
SEIYO MARU	14,500	9th Nov.

Passengers are interchargeable with the Canadian Pacific Ocean Services, Ltd.
and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, Sailing, etc. apply to

Y. TSUZUMI, Manager.

Telephone Nos. 2374 & 2373. KING'S BUILDINGS.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN, FOZIS & HOSOOLUD

"CHINA" "NANKING" "NILE"

July 22nd. August 19th. August 28th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Freight and Passenger Agent.

Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent. 2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

ALSO

Amalgamated with

COSMOPOLITAN SHIPPING CO. GREEN STAR LINE.

NEW YORK NEW YORK

Operating Baltimore via Panama Service to the Far East.

For SAN FRANCISCO.

"EASTERN TRADER" 14th July.

"COLORADO SPRINGS" 12th July.

For SEATTLE.

"ARCTURUS" 1st July.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Ports.

HONGKONG OFFICE: 1st Floor Powell's Building, 12 Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA SUEZ CANAL, Middle of September.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at

Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR
VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS.

SAILING DATE

"GRACE DOLLAR" AUG. 3RD.

"MELVILLE DOLLAR" SEPT. 17TH.

"HAROLD DOLLAR" OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.

Movements subject to change without notice.

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR TEL. 792.

SAN FRANCISCO.

U.S.S.B.

STEAMERS.

SAILING DATE

"WEST HARTS" JULY 10TH.

"HICHO" JULY 10TH.

"WEST IRA" JULY 15TH.

THE ROBERT DOLLAR CO.

Tel. 795 & 792 Gen. P. O. Bldg.
3rd Floor.

HONGKONG SINGAPORE SAIGON SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "CADARETTA"

Sailing on 1st July.

Operated on behalf of U.S.S.B. Emergency Fleet
Corporation. Through B/L issued to any port or
common point destination in America or China.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792 RAY E. GUNN Gen. P. O. Bldg.
793 Manager.

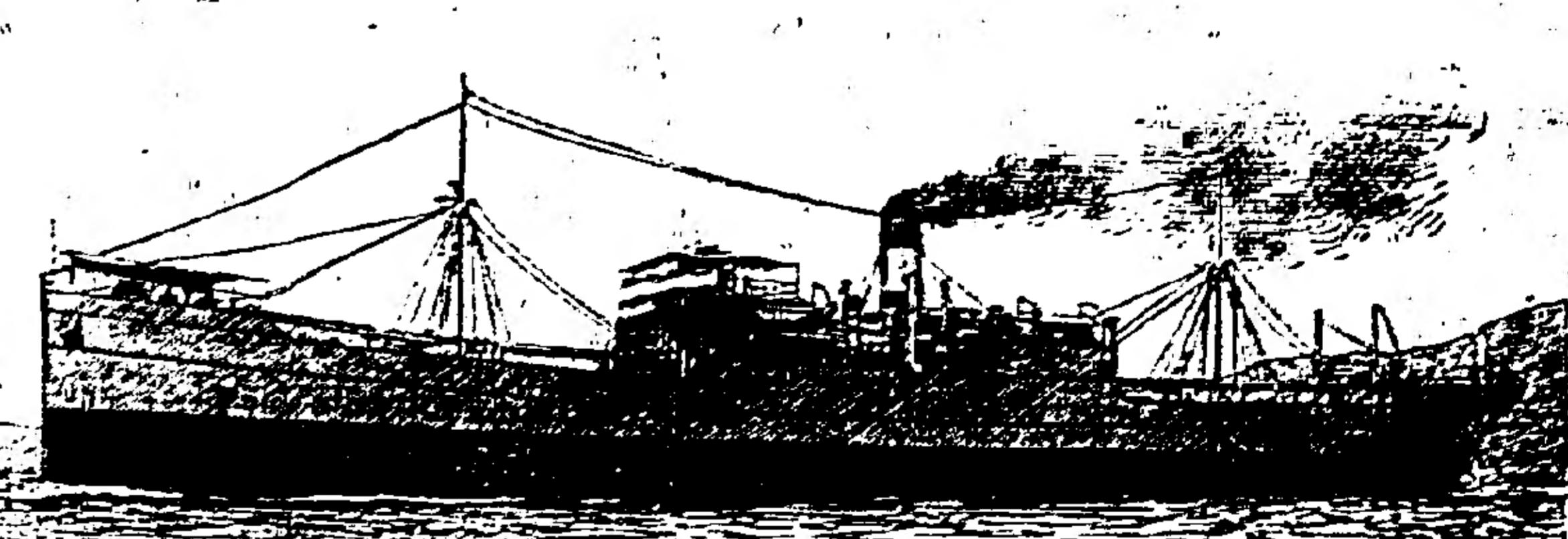
THE HONGKONG & WHAMPoa DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition, Engineering, First and Second Edition;
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK, HONGKONG.

SAILING DATES.

EUROPE, U.S.A. ETC.

Karnala

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR
AND
EASTERN & AUSTRALIAN LINES.**
(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING, NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
KARMAKA	9,000	29th June.	Singapore, Penang, Colombo, Bombay, Port Said, Marseilles and London.
DEVANHA	8,100	17th July.	

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
MADRAS	6,900	4th July.	Calcutta via Singapore, Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
ST. ALBANS	4,500	20th July	Melbourne via Sandakan, Thorne Island, Cairns, Townsville, Brisbane and Sydney.
EASTERN	4,000	13th Aug.	

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
DILWARA	5,400	30th June.	Kobe direct.
KALYAN	9,000	5th July.	Shanghai only.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
KALYAN	9,000	13th July.	Shanghai & Japan.

Passenger Measurements not more than eight feet 10 inches in length will be received at the Company's Office to facilitate the discharge of passengers.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S.A. in connection with Great Northern.
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAJIMA M. (Calling Manila & Keelung) Wed., 30th June, at 11 a.m.

KATORI M. (Calling Manila) Sun., 4th July, at 21 a.m.

KASHIMA M. (Calling Manila & K'long) Mon., 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.

KAMO MARU Friday, 9th July, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo,
Suez and Port Said.

TSUSHIMA MARU Saturday, 10th July.

LIVERPOOL & MARSEILLES via Suez, C'bo, Suez & Port Said.

TOKIWA MARU Friday, 9th July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU Wednesday, 21st July, at 11 a.m.

AKI MARU Wednesday, 18th Aug., at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama
Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU Saturday, 10th July.

BOMBAY & COLOMBO via Singapore.

YETOTORU MARU Monday, 5th July.

SHINYO MARU Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.

MALACCA MARU Monday, 28th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Wednesday, 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

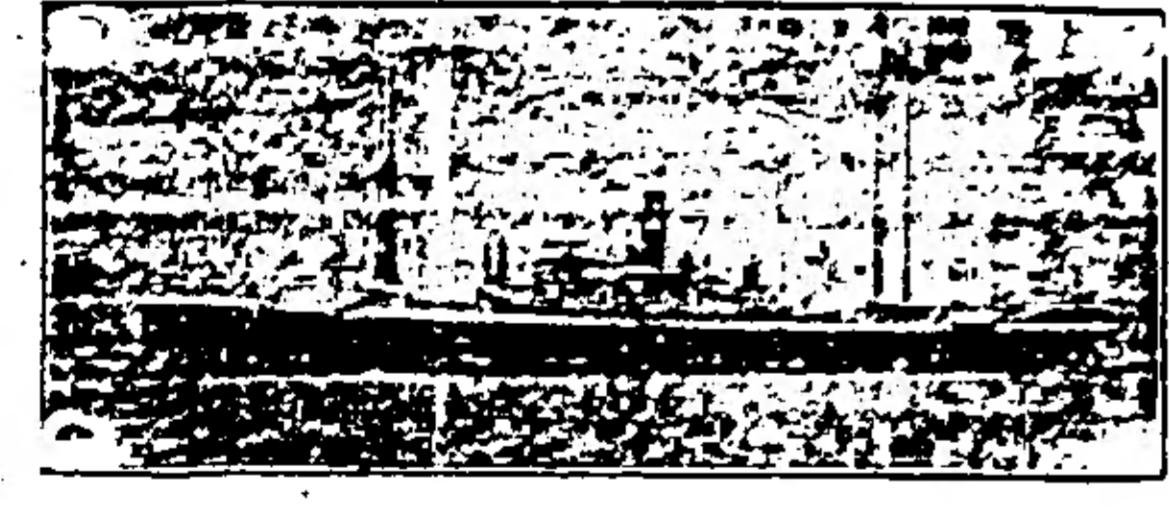
TOYAMA MARU Tuesday, 29th June.

ATSUTA MARU Wednesday, 30th July, at 11 a.m.

NAGANO MARU Thursday, 1st July.

For further information apply to—NIPPON YUSEN KAISHA,
Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular fortnightly Service between

JAVA, CHINA and JAPAN.

Ships	From	To	Expects on or about	With leave on about	For
Tijpanas	Java	in port	3rd July	Saigon.	
Tjilasak	Java	10th July	16th July	Japan.	
Tjilmanoeck	Japan	15th July	19th July	Java.	
Tjilhwong	Java	19th July	24th July	Shanghai.	

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly

direct service via Singapore and Port Said.

"HIMALAYA MARU" (Call Marseilles) Sunday, 11th July.

"ALPS MARU" 7th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"MEXICO MARU" 8th August.

"CHICAGO MARU" 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"BURMA MARU" about Sunday, 18th July.

"SIAM MARU" Beg. of August.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHISEI MARU" Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOSOKU MARU" Thursday, 27th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"ARABIA MARU" Thursday, 28th June.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"ALTAI MARU" Wednesday, 14th July.

"AMAZON MARU" Saturday, 3rd July.

JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama

"SIAM MARU" Sunday, 11th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Sunday, 4th July.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" Thursday, 1st July.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

**AUSTRALIAN
ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer. Arrived Hongkong Leaves Hongkong

CHANGSHA 10th July. 14th July.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire, Agents.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & HAMBURG "KATEHLAMBA" 29th July.

For particulars of sailing shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD., General Agents.

or to REISS & CO. Captain.

Telephone No. 36.

Hongkong June, 29, 1920.

BODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

about End of July.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

s.s. "PILSNA" on or about 10th July.

s.s. "INNSBRUCK" or or about 4th August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO LEVANT, BLACK SEA & DANUBE PORTS

VIA SINGAPORE, PENANG & COLOMBO.

s.s. "PILSNA" on or about 12th August.

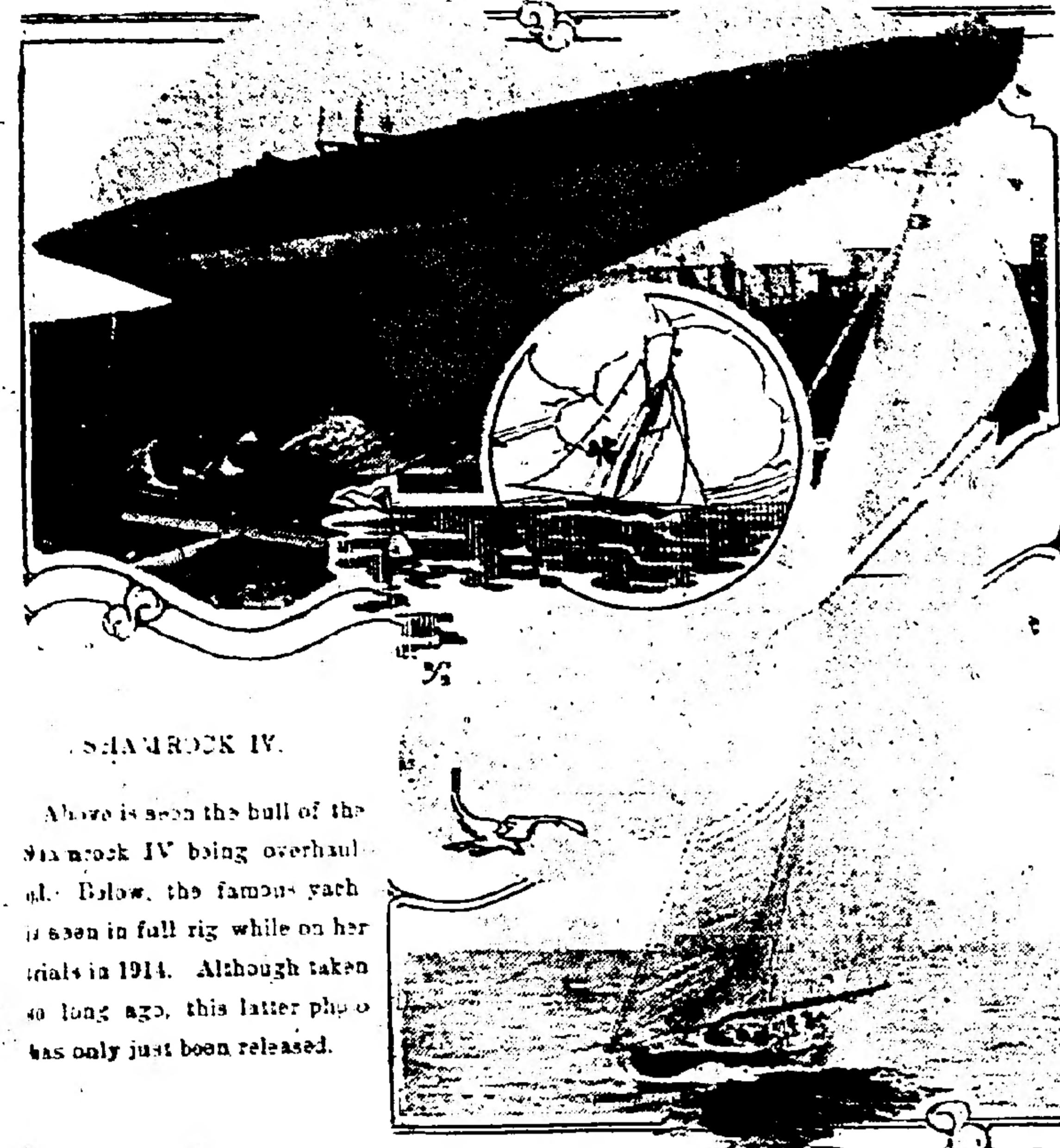
s.s. "INNSBRUCK" on or about 16th September.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

TO-DAY'S PICTURES.



SHAMROCK IV.

Above is seen the hull of the Shamrock IV being overhauled. Below, the famous yacht is seen in full rig while on her trials in 1914. Although taken so long ago, this latter photo has only just been released.



STREET IN SPA.

A street in the Belgian town where the Allied Premiers are shortly to meet. The arrow indicates the Grand Hotel Britannique, which was the headquarters of the Armistice Commission.

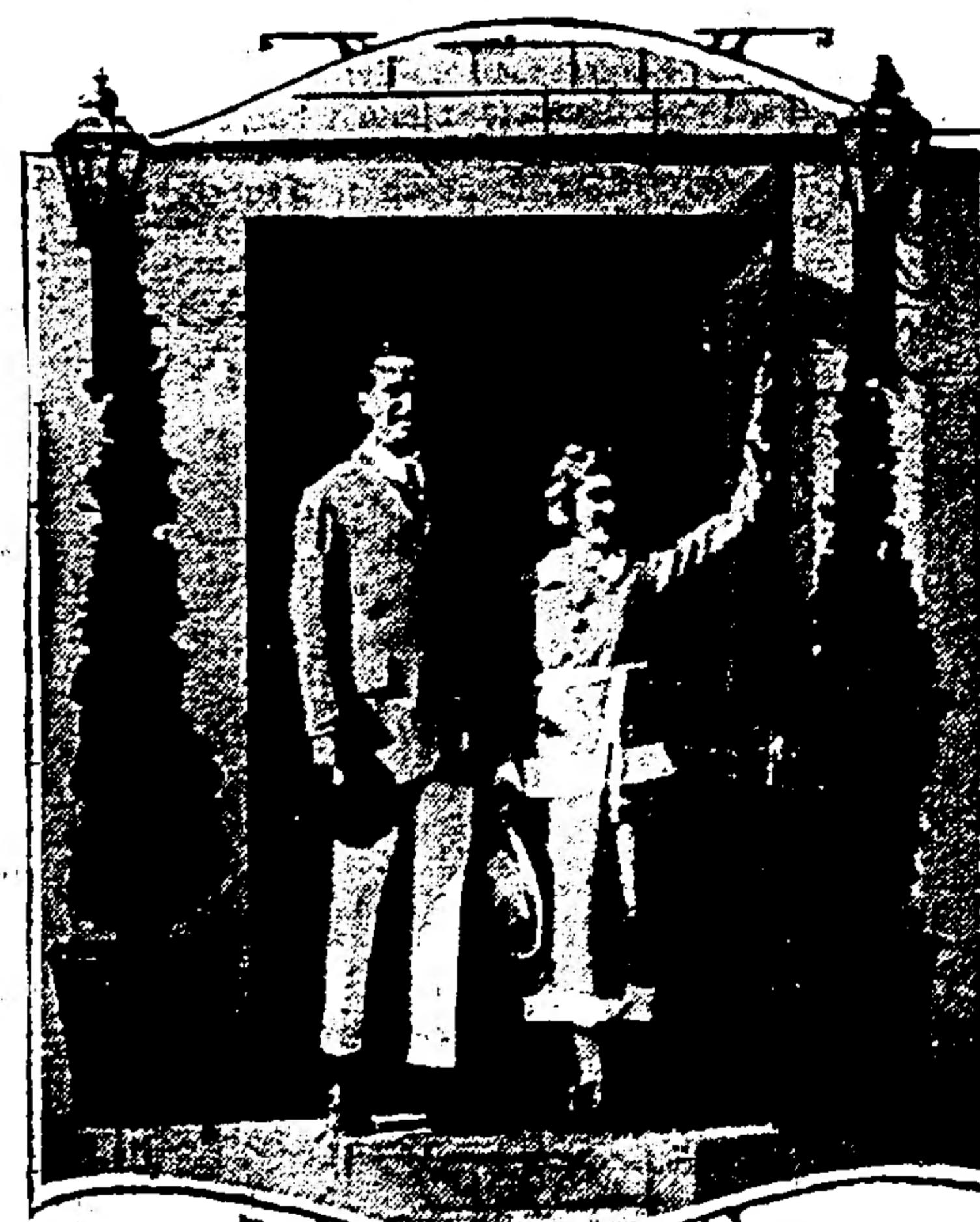


WAR FRIGATE'S END.

Above, is seen the frigate Richmond, which belonged to the U.S. Navy 50 years ago, being burned on a beach for the value of her copper and brass.



MR. HERBERT SAMUEL
who has been appointed High Commissioner to Palestine.



FAMOUS CINEMA STARS.

The latest photograph of Douglas Fairbanks and Mary Pickford.

DOINGS OF THE DUFFS



GOODNIGHT! DON'T SEND THE DOGS TO THE DAY HOUSECLEANING CO. I HAVE A CLEANER AND HAVE THIS PLACE WELL CLEARED AND IT WILL BE TORN UP AND BE ALL DONE!

HELLO, GENERAL CLEANING CO! SAY, IF YOU CALL FOR MY BEDS TOMORROW CAN YOU GET THEM BACK TO ME IN A WEEKS TIME?

WE ARE SO BUSY WE WON'T BE ABLE TO CALL FOR THEM UNTIL THE END OF THE MONTH AND IT WILL TAKE TWO WEEKS TO CLEAN THEM!

THE DEXTER WALL PAPER CO! HOW SOON CAN YOU SEND A MAN OUT TO PAPER THREE ROOMS?

WE ARE SHORT OF MEN AND IT PROBABLY WOULD BE FOUR WEEKS BEFORE WE CAN DO ANYTHING FOR YOU.

CLEAN THEM!

WELL, CAN YOU SEND A PAINTER OUT TOMORROW? I WANT TO GET MY KITCHEN AND BATH ROOM PAINTED.

COULDN'T DO IT INSIDE OF A MONTH AND WOULDN'T PROMISE THEM.

NO CHANCE,

IS THIS THE ELITE EMPLOYMENT AGENCY? I WOULD LIKE TO ENGAGE A RELIABLE WOMAN TO HELP ME WITH SOME HOUSEKEEPING.

HOW MUCH DO YOU CHARGE?

NO CHANCE,

LADY!

WELL, WHEN ARE YOU GOING TO START THIS OLD HOUSECLEANING, HELEN?

AW SHUT UP!

HELEN?

NO CHANCE,

LADY!

NO CHANCE,

SHIPPI

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED - 1841.

HEAD OFFICE - 45 BROADWAY, NEW YORK.
CAPITAL AND SURPLUS - U. S. \$25,000,000.00.

LONDON OFFICE - 84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Tisbury Street, S. W.

Branches & Agencies - throughout the world.
General Banking and Foreign Exchange.
We maintain Foreign Trade and Travel Agencies.

American Business a Specialty.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to
ANTWERP & ROTTERDAM.

S.S. "HASSAYAMPA"

SAILING MIDDLE OF JULY.

For freight space and particulars apply to:

THE ADMIRAL LINE

AGENTS.

Telephones
2477 & 24785th Floor
Hotel Mansions.CANADIAN PACIFIC OCEAN SERVICES,
LIMITED.FOR VICTORIA AND VANCOUVER, B. C. VIA
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S. S. "MATTAWA"

WILL SAIL FROM HONGKONG

ON OR ABOUT THE 2nd JULY.

Through Bills of Lading issued to Canadian and
U. S. overland points.

For freight apply to:

P. A. COX,
Acting General Agent.

C. P. O. S. Ltd.

PRESIDENT WILSON.

SUGGESTED PRESIDENT OF
PHILIPPINES UNIVERSITY.

A member of the board of the University of the Philippines, Senator Pedro Guevara, and one of the deans of that institution, Conrado Benitez of the college of liberal arts, are sponsoring the idea of offering the presidency of the highest institution of learning of the Philippines to President Woodrow Wilson, when his term of office in Washington expires.

Dean Benitez states that if it is necessary to offer a salary of \$100,000 a year to President Wilson in order to make the position financially attractive to him, he would be ready to use what influence he has to get the president. He also declared that Member Guevara of the board of regents had made the statement that he would be disposed to fix the salary of the university president at \$200,000, if President Wilson would accept the position.

In explaining why he favours the idea of getting President Wilson to guide the destinies of the University of the Philippines, Dean Benitez said: "I have no doubt that if the position is offered to President Wilson,

humble as it may seem to be in comparison with the post of the highest executive of the greatest republic of the world, he will seriously consider it. Mr. Wilson is highly an idealist, and if it is explained to him that the Philippines is the meeting place of the cultures of the east and west and that the University of the Philippines is growing to be, and is with his able direction, is going to be instrumental in the realization of this, surely this appeal will be a powerful inducement to make him accept the position. At present practically all the countries of the east such as China, Japan, Indo-China and others are sending students in great numbers to our shores, knowing that here is a system of education that implants in the student the best that the east and west can give. The time is bound to come when the Philippines is going to become the centre where leaders of thought and action in the east will be trained and with President Wilson of the head of our university, this dream will be realised. Ex-President Taft is now of the professors of Yale in order to make a living. President Wilson will have to face the same problem when he steps out of the presidency and I do not see any incompatibility in his becoming president of the University of the Philippines in the same way as there is no incompatibility in Ex-President Taft's becoming a professor of Yale."

The Undesignated AGENTS for the above Company are prepared to ACCEPT RISKS AGAINST FIRE at Current Rates.

SHEWAN, TOME & CO.
AGENTS.

HAVE YOU A BABY?

If so, you will be interested to know of "LACTOGEN" the safest and most satisfactory substitute for Mother's Milk. Made from pure, rich, fresh milk by a special process which renders the protein and milk fat identical with human milk in composition and digestibility.

If your Baby is not thriving, try

LACTOGEN

The NATURAL MILK Food

Inexpensive as a food for Mother and Baby. Increases the flow and improves the quality of the natural milk.

Ask your Chemist for a Free Copy of the Lactogen Baby Book.

華昌理代公司

香港

香港, February 12th, 1920.

香港



Just Pure
Rich Mellow
Virginia
Tobacco



The "Three Castles" Cigarettes

THE CIGARETTE WITH THE PEDIGREE

If you smoke a pipe of course you smoke "CAPSTAN NAVY CUT"

This Advertisement is issued by British American Tobacco Co., London, Eng.

POST OFFICE.

GENERAL HOLIDAY.

The General Post Office will be open on Thursday, 1st Inst., from 8 a.m. to 9 a.m. only.

There will be one collection and one delivery of ordinary correspondence on that day.

The District Post Office will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m. with Shanghai and North China—Per SUNNING, 1st July, 9 a.m. which will be open from 8 a.m. to Saigon—Per SHISEI MARU, 9 a.m. only and Sheung Wan Office which will be open from 8 a.m. to 9 a.m. and from 5.30 p.m. to 8 p.m.

There will be one delivery from District Offices at noon.

The Money Order Office will be entirely closed.

Telegraphic Communication with Wangan Lighthouse is interrupted.

Registered and Parcel Mails are stored 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 5 p.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Japan—Per TOYOTOMI M., 30th June.

Manila and Australia—Per ST. ALBANS, 30th June.

Shanghai—Per YINGCHOW, 30th June.

Straits and Calcutta—Per NAGANO M., 1st July.

Europe (via Nagapatan)—Per GLENNGYLE, 2nd July.

Japan—Per YETOROFU M., 4th July.

Straits—Per LAHORE, 4th July.

Strait—Per AKITA M., 5th July.

OUTWARD MAILS.

TO-MORROW.

Philippine Islands, Formosa via Keelung, Shanghai N. China, Japan, via Moji, Canada, United States, Central and South America & Europe via VICTORIA—Per TAJIMA MARU, 20th June, Reg. 8.45 a.m. Letters 9.30 a.m.

Shanghai, N. C., Japan via Kobe—Per ATSUTA M., 30th June, 10 a.m.

Swatow, Amoy & N. China—Per KWONGSANG, 30th June 11 a.m.

Takao—Per SHISHU MARU, 30th June 5 p.m.

THURSDAY, 1ST JULY.

Per CADARETTA, 1st July, 9 a.m.

Shanghai and North China—Per

SUNNING, 1st July, 9 a.m.

which will be open from 8 a.m. to

Saigon—Per SHISEI MARU,

9 a.m. only and Sheung Wan

Office which will be open from

8 a.m. to 9 a.m. and from 5.30

p.m. to 8 p.m.

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Straits and Calcutta—Per NAGANO M., 1st July.

Europe (via Nagapatan)—Per GLENNGYLE, 2nd July.

Japan—Per YETOROFU M., 4th July.

Straits—Per LAHORE, 4th July.

Strait—Per AKITA M., 5th July.

OUTWARD MAILS.

TO-MORROW.

Philippine Islands, Formosa via Keelung, Shanghai N. China, Japan, via Moji, Canada, United States, Central and South America & Europe via VICTORIA—Per TAJIMA MARU, 20th June, Reg. 8.45 a.m. Letters 9.30 a.m.

WEATHER REPORT.

June 29th, 12th, 65m.—No re-

ports from Japanese stations.

Pressure has decreased slightly

over the Philippines, and increased

slightly to moderately elsewhere. A trough of relatively low

pressure extends from Amboin to

the Formosa Channel.

Hongkong Rainfall for the 24

hours ending at 10 a.m. to-day,

4.66 inch. Total since January

1st, 45.00 inches, against an

average of 34.53 inches.

POWELL FOR THE 24 HOURS

ENDING AT 10 ON TO-MORROW.

District Forecast.

E. & N.E. winds.

1 Hongkong to Gap Rock

fresh.

2 Formosa Channel

as No. 1.

3 South coast of China

between H.K. & Hainan as No. 1.

4 South coast of China

between H.K. & Hainan as No. 1.

C. W. JEFFRIES, Director.

H.K. Observatory, June 29.

METEOROLOGICAL.

Philippine Islands, Formosa via

Keelung, Shanghai N. China,

Japan via Nagasaki, Canada,

United States, Central and

South America and Europe

VIA VANCEVAN, R.C.—Per

EMPEROR OF RUSSIA, 3rd

July, Reg. 9.45 a.m. Letters

10.30 a.m.

Philippine Islands, Japan via

Kobe & Seattle—Per MA-

QUAN, 3rd July, 2 p.m.

Shanghai and North China—Per

YINGCHOW, 3rd July, 3 p.m.

Amoy, Shanghai & North China

—Per ICHANG, 6th July, 9 a.m.

Swatow & Bangkok—Per JIN-

AN, 6th June, 10 a.m.

Amoy, Amoy and Foochow—

Per HAILOONG, 6th July, 1 p.m.

THURSDAY, 8TH JULY.

Philippine Is.—Per TAINING,

8th July, 2 p.m.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks

H.K. & Banks Co. 670/75

Marine Insurance

Cantons 395

North China 160

Unions 195

Yangtze 225

Far Easterns 175

Fire Insurance

China Fires 125

S. K. Fires 310

Shipping

Donglases 85

H.K. Steamboats 234

Indos (Prof.) 18

Indos (Detl.) 211

Shells 137.5

Ferries 29.5

Refineries

Sugars 232

Malacca 55

Mining

Kailan 100

Langkats 18

Shanghai Loans 18

Shai Explorations 130

Raube 40

Troches 27.5

Docks, Wharves, Godowns, &c.

Contract 106

H.K. Hotel 125.5

L. Invest 110.5

H. P. H. 7.50

Koon Lands 33

L. Reclaimations 140

West Points 51

Cotton Mills

Evos 375

Kung Yiks 64

Lan Kung Mows 1

Oriental 1

Shai Cottons 305

Yangtzeopos 135

Miscellaneous

Cements 7.40

China Borneos 6.44

Do. Light old 8.10

China Providents 7.10

Dairy Farms 25

Electric H. K. 20

Electric Macao 33

Hk. Tramways 24

Peak Trams, old 5.50

Do. new 7.45

Steam Laundries 4.50

Steel Foundries 10

Water-boats 15

Watsons 5.00

Wm. Powell 12

Wisemans 33

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